

The Inspection Selection System

BACKGROUND -- ISS provides an easy means of selecting vehicles for roadside inspection based on SAFESTAT indicators, the carrier's history of past inspections and whether or not the carrier is in the PRISM MCSIP program. ISS-1 was first introduced in 1995 and was created because of a mandate by Congress to reduce over and under sampling of motor carriers for inspections. The original ISS was based on a number of factors but primarily focused on a carrier's history of out-of-service violations. The next generation ISS-2, introduced in 1999 was based on the more comprehensive SAFESTAT carrier prioritization algorithm which broadens the criteria for defining a high risk carrier but primarily focuses on the history of crashes. Both ISS-1 and ISS-2 are highly correlated.

In addition to displaying a single prioritization score from 0 to 100, ISS also provides an inspection recommendation and suggested areas of past non-compliance based on previous inspections. Beyond that, ISS contains a full page of critical carrier statistics and information which is useful at the roadside. Examples include the carrier's history of hazardous materials shipments, insurance and licensing information, and fleet size.

ISS is widely used in most States as a decision-aid during roadside inspections and as a safety clearance determiner for ITS/CVO operations. It helps State and Federal vehicle inspectors determine whether to inspect a vehicle or not, but the final inspection decision is always left to the officer on the highway.

ISS uses a local database of all 600,000 interstate motor carriers. That database can be refreshed weekly and inspectors can also request a "real-time" refresh from the MCMIS/SAFER system. The use of a local database greatly speeds access. Carriers can be searched instantly by DOT#, MC# or carrier name. ISS also can be configured by States to include intrastate carrier data and will benefit as more and more States use DOT# for intrastate carriers.

ISS is well liked by the inspector community and matches their intuitive knowledge of carrier safety status. It also speeds the inspection process by populating name and address fields directly into the ASPEN vehicle inspection software.

STATUS: ISS-1 is still being used and is fully functional including weekly refresh and online query. ISS-2 has been distributed but does not currently include the weekly refresh or online query function. It is refreshed by quarterly CD. Full change-over to ISS-2 is tied to SAFETYNET2000 release and installation. This should occur in 2001.

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